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[a1545]

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Hongkong, 14th August, 1903. [a3389]

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Hongkong, 22nd April, 1904. [a1016]

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Hongkong, 6th May, 1903. [a218]

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Hongkong, 16th April, 1904. [a35]

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Hongkong, 21st December, 1903. [a38]

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Hongkong, 18th November, 1901. [57]

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The Oldest and Cheapest Company in the  
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[a1891-2]

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B. ST. ESTEPHE (Red Capsule) ...	...	...	\$8.00	\$9.00
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THE HONGKONG DISPENSARY.

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Only communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.  
No anonymous signed communications that have already appeared in other papers will be inserted.  
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**BIRTH.**  
At the Ark, Tungong Katong, Mrs. W. A. FOSTER, of a son.

**MARRIAGES.**  
On the 12th April, at Singapore, JOSEPHINE, daughter of Mr. and Mrs. C. MONTANO, to JOHN HENRY SMITH, son of the late Captain THEODORE SMITH, of Bangkok.  
On the 12th April, at Edinburgh, DAISY, daughter of E. G. VAN SOMEREN, of Singapore, to WILLIAM HAMILTON SIMPSON, M.B., of New Zealand.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 25TH APRIL, 1904

In another column to-day we republish from the London Daily News a sensational article entitled "A Plague Volcano," written by Surgeon-General G. J. H. EVATT, who in the years 1896-1898 was Principal Medical Officer to the British troops in Hongkong and China. We do not quote this article because we wish to endorse the statements made therein, for we can but consider many of them most mischievous and harmful—of such nature, in fact, that they should never have been published in a journal likely to have influence in a wide circle of people. It is true that the Daily News is now a notoriously violent and indiscriminating partisan of a certain class of "Liberal" ideas, and that among its heroes is Sir WILLIAM HARCOURT, the author of the comparison of the proposed Chinese immigration to South Africa with the Middle Passage of slavery days. We should not expect, therefore, to find a judicious statement of facts on any debatable question in the columns of the Daily News. But for such a mass of exaggerations, such an outburst of "yellow" journalism, we were not prepared. Now we do not deny—it would be foolish to do so—that Hongkong is an overcrowded and insanitary city, that in the summer months its climate is enervating, and that plague has had for some years a strong hold upon it, though this year there

have been up to the present only a few sporadic cases, several of them demonstrably imported. But this is different from saying, as Dr. EVATT does, that "human imagination fails to conceive the overcrowding and the filth of the conditions under which the Chinese workers dwell"; that there is nothing "to compare for downright degradation of life equal to that to which the splendid Chinese workman is exposed" in Hongkong; that for eight months in the year "a most exhausting damp heat prevails"; that this Colony is "a plague volcano, ever belching forth the flames and the fumes" of plague; or, in short, that Hongkong is a "Hell." Such statements are simply untrue. We have certainly never posed as defenders of local sanitary arrangements; in fact, we have always been foremost in condemning the many faults, and have borne a part in the agitation which finally led to the Public Health and Building Ordinance now in operation. We cannot be accused therefore of attempting to whitewash the authorities of this Colony or to minimise the sins of those who allowed the city of Victoria to grow up as it has grown, in defiance of the laws of health. We must, however, most emphatically protest against the dissemination of what, if written by anyone but an honourable man, could only be called deliberate misstatements. We have only mentioned above a few of the absurd exaggerations in Dr. EVATT's indictment. We might go through the article and point out many others equally gross, were it worth while. But it is not. The article bears on it plainly the stamp of scoundrelery. Its headlines alone would be enough to show that. Designed as an argument against the importation of Chinese labour to South Africa, it is doubtless effective. But is it an honest argument? We may be prepared to agree that it is a mistake to take Chinese labour to South Africa; but this would not justify us in painting an absolutely unreal picture of Hongkong, "the depot of plague supply."

Dr. EVATT appears to us to have lent himself to an unworthy attempt to prejudice a case. Therefore, although no one is more earnest than we are in the cause of sanitary reform in Hongkong, which now we believe is being seriously if tardily undertaken, and though we have opposed the importation of Chinese coolies in South Africa if any other expedient can be found, we nevertheless must repudiate Dr. EVATT's harmful and unjust libel on this Colony, which in health statistics ranks high in the East. The Surgeon-General may have been writing of Hongkong as it appeared to him in 1898. Even if that be so, he damages his case by sensational exaggeration; and he has no right to apply his remarks to Hongkong of the present day. We trust that the readers of the Daily News will not form their opinions of this Colony from what Dr. EVATT says.

It is twelve years to-day since the French captured the citadel of Hanoi, Tonkin.

The Wuchang, from Cebu and Hilo yesterday, brought three Sisters of Mercy.

H.M.S. Eclipse left Singapore on the 13th inst. for Weihaiwei with the dredger S. Dunstan in tow.

The Stanley Opera Company arrived at Singapore on the 16th inst. from India. In all likelihood they will visit Hongkong.

Inspector W. G. Warnock, who has been nearly 20 years in the Hongkong Police, went home by the English mail on Saturday on nine months' leave. He was seen off by a large party of friends.

Senhor Conselheiro Romano, the Portuguese Consul-General, entertained a party of naval officers from the Portuguese warships Vasco da Gama and Adamaster at luncheon yesterday at his residence "Duart," Arbutnot Road.

On the 20th of March, in St. Andrew's Church Ham Camoon, Surrey, the Bishop of South-west dedicated a memorial brass to Mr. C. J. Holliday, who died in 1901 from injuries received while attempting to rescue a woman from a house in China.

A correspondent sends to the Globe a letter from a Continental correspondent, which has an illuminating touch or two on the war—"The first," says the writer, "I'll tell you my view of the war. I am a German, and when you will examine my comprehension of the things, then you must suppose this. Germany is not so hearty partaken on this war than England, of that the greatest enemy is Russia in the presence, especially when we think on Asia." Later, the writer has a good word to say for Japan, "Japan," he says, "it is a land that has a very swift explanation; the people is very enlightened, very prudent, and has a very great activity and energy, mixed with a good deal of asiatic shamelessness. Japan is the only one called people to cultivate China. Japan has known his proposition and it will apply himself to do so."

M. Kurino, late Japanese Minister at St. Petersburg, left for Japan on Saturday, passing through on the English mail.

One fatal plague case was reported on Saturday from First Street, No. 9 Health District.

It is rumoured that the Duke of Sutherland will succeed Earl Minto as Governor-General of Canada.

The death is announced of Mr. W. J. Ford, the well-known Middlesex cricketer. He was, of course, one of the cricketers of the Fords.

The following telegram from H.B.M.'s Consul at Newchwang is published in the Gazette:—"Vessels have been warned not to cross bar between dusk and daylight."

It is notified in the Gazette that free vaccination is performed at the Government Civil Dispensary, Tung Wah, Alice Memorial, and Nethersole Hospitals, at specified hours.

On the 12th inst. during a heavy thunderstorm in Singapore, the Borneo Co.'s building was struck by lightning. None of the employees were injured, and the damage done was slight.

It is understood at Penang that a number of Chinese clerks are being requisitioned from the Straits for service in South Africa in connection with the importation of Chinese labour.

An Australian telegram of the 2nd April says:—"This morning's special cables state that the solemn curse recently pronounced upon the British expedition under Colonel Younghusband by the Buddhist priests of Tibet, having failed of its anticipated effect, measures of a more active character are being resorted to."

A despatch dated Simla, April 8, says:—"The plague mortality continues to rise in Upper India. The Punjab last week returning 19,000 deaths and the United Provinces 8,000. Elsewhere there is little change in connection with the disease, but this serious outbreak has raised the weekly total of deaths from plague throughout India from 43,000 to 46,000."

Buying and selling women is still in vogue in Singapore, says the Straits Times. On the 14th inst., a Macao woman named Ah Tai was before Mr. Seth on the charge of purchasing in Singapore a Chinese woman in January last so that she might be employed for immoral purposes at Batu Pahat, Johore Territory. The case was remitted to the Bench Court.

Advantage will be taken of the presence of troops in Tibet to ascertain the effect of extreme cold upon cordite ammunition. The cartridges have necessarily been subjected to temperature several degrees below zero for a long period, and it will be interesting to learn if cordite has deteriorated in any way. It has stood satisfactorily the heat tests in India and elsewhere. There is apparently no immediate intention of increasing the strength of the escort with the Tibet Mission, as no opposition is expected during the move to Gyantse.

The Manila Sunday Sun publishes on its front page a photograph of a lady and gentleman, underneath which is written:—"What do you think of this? This white American woman has married one of the Filipino carpenters at the St. Louis Exposition. The Sunday Sun tenders its sincere sympathy to the unfortunate Filipino." We do not think much of "this"—that is, of the taste of the Sunday Sun in pillorying apparently inoffensive people. In most places a libel action would follow an outrage of the kind.

The following is the programme of music to be performed by the band of the 1st Sherwood Foresters on the New Parade Ground from 5 to 6.30 p.m. to-day:—

Two-Step, "Hiawatha" ..... Moret  
Overture, "Les Trois Mousquetaires" ..... Blanche  
Selection, "The Yeoman of the Guard" ..... Sullivan  
March, "The Mountain Gipsies" ..... Elton  
Selection, "The School Girl" ..... Stuart  
Value, "Casino Tango" ..... Gungl  
Regt. March, "The Young Man Moon" ..... Elton  
"God Save the King."

In the House of Commons on the 21st ult. Mr. MacNeill asked whether it was true that there had been 30 deaths from plague at Johannesburg, and Mr. Lyttelton replied that he had received a telegram confirming this intelligence. He added that the fact that plague had broken out would not be lost sight of by Lord Milner when considering the advisability of putting the Chinese Labour Ordinance into force. Professor Simpson, whose experience qualified him for the task, was about to proceed to the Transvaal at once to institute inquiries.

We take the two following items from the Foochow Echo (now edited, we believe, by a former Hongkong resident).—Mr. C. B. Rickett leaves Foochow by s.s. Utaia for Hongkong, where he connects with N.D.L. s.s. Prinz Heinrich, the German Mail for England. One of the oldest residents in Foochow, indeed we may say one of the very few, old residents left, his departure will be the loss of a most conspicuous landmark in the community. Mr. Rickett came to Foochow in May, 1889, as agent of the Hongkong and Shanghai Banking Corporation, and has therefore completed 15 years of service at this port. The decoration of the Double Dragon, Second Class, in the Second Division, has just been conferred on Mr. E. B. Drew, and we beg to tender our very hearty congratulations to him. He had before the Third Class in the Second Division. The reason for this new distinction is the satisfaction of the Chinese Authorities here and at Peking with the increased collection of revenue, more particularly at the Native Customs. Commissioners Olsen and van Anst at Santa and Amoy have also been honoured with the Double Dragon of a lower grade.

Russia has purchased the Hamburg steamer *Hafis*, which is at Vladivostok, for £250,000, and has changed her name to *Alexei Trapani*. What are the odds, we wonder, that she will not again change her nationality and be renamed something ending in *-mura*?

Sir John Anderson, the new Governor of the Straits Settlements, on arriving at Singapore on the 16th inst. was received at Johnston's Pier by a guard of honour and the band from the Manchester Regiment. Troops lined the route to the Council Chamber. There was a Volunteer guard of honour at the Council Chamber, where H.E. was sworn in. After the swearing-in ceremony, addresses were presented to H.E. A salute of 17 guns was fired from Fort Canning.

The *Neue Freie Presse* states that negotiations have been opened between a group of German financiers and the Austrian Lloyd for the purchase of the Lloyd shipbuilding and repairing yards at Trieste. In a subsequent issue the same paper says the report is "for the present unfounded." It is true, adds the communication, that among the various measures connected with financial reorganisation the Austrian Lloyd contemplates the sale of its shipyards.

The *Pall Mall Gazette* writes in its financial columns that whichever way the fortune of war goes, it cannot help the markets. If Russia sustains a severe defeat on land, it will prove an ugly shock to the Continental Bourses, and it is quite certain that a Japanese defeat would be very disappointing to the Stock Exchange here. New York may be regarded as outside these influences, but it is bound to reflect the feeling on this side, and it is in no position to work out its salvation independently. It has too many indigestible securities to get rid of for that, and the Common stock of the Shipping Trust is not the only thing which it would be difficult to sell at more than two cents to the dollar. The latest bank statement is fairly satisfactory, and the loans have been reduced by half a million sterling in the heroic effort to keep them below the billion-dollar mark. But Wall Street is experiencing as great stagnation as we are, and the public are evidently doing next to nothing. Almost the only hope for better conditions is that when the Chinese are actually introduced into the Transvaal the market will receive a sufficient fillip to attract fresh buyers, and although after all that has happened a Chinese boom is out of the question for the present, anything that will relieve the present stagnation would be welcome.

The *London and China Express* writes:—"It is impossible not to sympathise with the British residents of Newchwang in their protest to the British Minister at Peking on the withdrawal of H.M.S. *Espiegle*—stationed there during the winter—on the opening of the port. They have had a warm advocate in their well-known fellow-resident, Mr. H. F. Bush, now in this country, as will be seen from the correspondence he has had with the Foreign Office that we publish elsewhere. There is probably more in the Foreign Office view than appears in Mr. F. A. Campbell's letter. The danger is that, the port may be blocked, and the *Espiegle* not be able to get out at all, while, as *The Times* points out, her presence could not possibly avert the dangers which must unfortunately beset those who find themselves in the very heart of the military situation. While the Russians are at Newchwang it is presumed they will endeavour to give proper protection to the inhabitants. The Japanese would undoubtedly take vigorous measures to maintain order, as they did ten years ago, if they obtained possession, and as to what may happen during the transition period this country and the *Espiegle* are powerless to interfere with effect."

#### NAVAL NOTES.

**CHILEAN TRAINING SHIP AT HONGKONG.**  
The Chilean training-ship *General Baquedano*, Comdr. Luis Gomez, arrived from Singapore on Saturday morning at the Foreign Warship Anchorage. Her original port was Valparaiso, Chile, being visited immediately previous to Singapore. She is bound on a long voyage so that the cadets and recruits may have a thorough training.

The *General Baquedano*, which is of 2,330 tons displacement, 1,500 horse power, and 13 knots speed, was built at Elswick, and like the majority of training ships is full rigged. Indeed her tapering masts, numerous spars, and rigging make her look more like a frigate of the days of Trafalgar than a modern built vessel, constructed as she was in 1900. The vessel is fitted with Belleville experimental boilers and carries a number of engineer cadets who are being versed in the working of these boilers as well as a large number of ordinary naval cadets. The vessel's armament consists of four 4.7-in. guns, two 12-pr. two 6-pr. and sundry light machine guns with one torpedo-tube. She will probably remain several days at Hongkong.

#### ROYAL HONGKONG YACHT CLUB.

There will be a race on Sunday, the 1st May, for two prizes kindly presented by Mr. E. W. Mitchell. The race will start at the Kowloon Police Pier at 1 p.m. and the course will be round Kowloon Rock (starboard) and a mark-bow anchored in the Futatan Channel (port), the finish being as usual at the Police Pier.

The handicap is  
Vernon ... scratch  
Dione ... 2 min.  
Elegance ... 2 min.  
Athen ... 5  
Alannah ... 7 1/2  
One-design boats 11 min.  
Iris ... 13  
Chanticleer ... 14  
Gloria ... 16  
Payne ... 18  
The first prize goes to the winner (of any class), and the second prize goes to the leading boat of a class other than the winner's class.

#### "DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENT.]

#### GENERAL NEWS.

##### ASSOCIATION CUP FINAL.

London, 24th Ap., 1.55 a.m.  
In the Final of the English Association Cup competition on Saturday, Manchester City beat Bolton Wanderers by one goal to nil.

[Bolton Wanderers qualified for the final by beating Derby County by one goal to none; Manchester City by beating Sheffield Wednesday by three goals to none. Manchester City was 1st second in the League table at the end of last month.—Ed. D.P.]

#### REUTER'S SERVICE.

##### THE WAR.—RUSSIAN NEWS.

London, 21st April.  
Router's Agency at St. Petersburg wires that General Kuropatkin has now 300,000 troops at his disposal, and as this is deemed sufficient for the present, the despatch of troops is suspended. Three officers and fifty-five men perished in the destroyer (Russian) *Bestrecheni* on the 14th inst.  
General Kuropatkin telegraphs all quiet on the Yala. The Japanese are increasingly concentrating at Wijn and spreading northward along the Yala, entrenching their positions.

##### ADMIRAL ALEXIEFF'S RESIGNATION.

London, 21st April.  
It is not officially admitted in St. Petersburg that Admiral Alexieff has resigned, and it is thought a year may be found to smooth matters temporarily.

##### JAPANESE SPIES SHOT.

London, 22nd April.  
General Kuropatkin telegraphs that three Japanese officers named Steewo, Jukoka, and Teiskooli were court-martialed on the 18th inst. at Harbin and sentenced to hanging, but in view of their rank he had them shot after rejecting their petition to spare their lives.  
[The names are obviously impossible, but doubtless they have been transliterated through the Russian.—Ed. D.P.]

##### LOANS.—DEALING IN MILLIONS.

London, 22nd April.  
It is reported in Paris that negotiations are proceeding for a large Russian loan of, possibly, £32,000,000.  
At a meeting of the Progressive party in Tokyo, significant speeches were made. Count Okuma warned the nation to be prepared for European intervention and also that on account of the great increase of national expenditure, it would be necessary to float a post-bellum loan of £50,000,000.

##### BIG FIRE AT TORONTO.

London, 21st April.  
A fire has occurred at Toronto by which 130 buildings have been destroyed and \$13,000,000 lost.

##### THE NEAR EAST.

London, 21st April.  
In pursuance of the agreement of the 9th inst., 495 Bulgarian prisoners at Salouka have been released. 311 others died in prison.

##### BRITISH NORTH BORNEO.

London, 21st April.  
The Government has approved of the appointment of Mr. Edward Guerritz as acting Governor of British North Borneo.  
[Mr. E. P. Guerritz has up to now held the appointment of Sessions Judge at Labuan.—Ed. D.P.]

##### THE INCOME TAX.

London, 22nd April.  
The House of Commons has adopted the increase in the income tax by 2 1/4 to 15.

##### JAPAN AND THE TOURISTS.

His Excellency the Officer Administering the Government has received the following telegram from Sir Claude Macdonald, H.B.M.'s Minister at Tokyo:—"There is no reason whatever why tourists should not visit Japan, travel and residence perfectly safe."

##### STEAD'S CAPETOWN SPEECH.

The speech which got W. T. Stead into trouble in South Africa was delivered at Capetown on the 12th ultimo. In it, after referring to the joy of meeting representatives of those who alone had been loyal to England, Stead said he was ashamed of the doings of his countrymen both in the past and in the present. The war had been an unjust one, and yet not all in Cape Colony had dared to be true. He hoped that in the future they would act in the spirit of the brave who had fought for their rights, and he trusted that before the memory of the war faded a roll of martyrdom would be drawn up. Peace and conciliation in South Africa would only come when those who had fought and struggled, and would continue to struggle, had the heroism of their sacrifices appreciated by their fellow-subjects.

#### THE RAILWAY AT NEWCHWANG.

In a letter from a Newchwang man which we have seen he says the place is alive with reports who have nothing to do but report a lot of "rot and lies." The rumour that all the engineers on the Chinese Imperial railway had to retire on Kopontze was untrue, the report having emanated from Chinese sources. A fortnight ago the trains were still running. What the railway people intended to do was to give the Russians no excuse whatever to take the line. Orders have been issued that the engineers have to keep as near the firing-line as is consistent with safety, and if Yingkow gets too hot to drop back a mile or two, stop the trains short, and run to and fro with a shunting engine, getting all available news regarding the movement of the belligerent forces, and bringing it to the telegraph office. All the spare rolling stock, engines and engineering plant have been sent well into the interior for safety, so that if the Russians do commandeer the railway there is nothing for them to work it with. The Hunghutses are guarding the Siningting Railway for the Chinese, and swear vengeance on the Russians if they do take it; and as there are 7,000 of them all well armed—though 1,000 have only Mauser pistols—with plenty of ammunition, they will be a difficult lot to tackle.

It is a wonder, says the correspondent, that the Japanese have not come to the neighbourhood yet. Every day the Russians are pouring in troops and making entrenchments, but all on the south of the town and the Russian railway; nothing but patrol is done on the north side. Two of the engineers of the Chinese Imperial Railway were arrested as spies but were released after the usual apologies. All the women and children have left. Martial law has been declared and the light-ship and boats have been removed from the Harbour.

#### THE CHEMULPO FIGHT.

A special Reuter telegram to the *Straits Times* says:—  
Captain Bayley, of H.M.S. *Talbot*, has written a most interesting account of the naval fight at Chemulpo. He says that of the 150 men employed on the *Varyag*'s upper deck, 42 were killed and 68 wounded. The *Varyag*'s guns were unprovided with shields. The gunners were thus unprotected. The Japanese mainly used shrapnel shells. The boats, funnels, and everything in the way on the *Varyag* were riddled. Only four guns were disabled. One twelve-pounder was knocked clean across the deck. A quantity of cartridges which ignited on deck burned two men to death. One ammunition-hoist falling down with clothes was afire. Altogether five fires broke out, of which four were extinguished. An officer in the fore-castle took the ranges of the Japanese men-of-war in action. These ranges he indicated to the guns by an instrument in the fighting-top. But both men in the top were seriously wounded. The leg of one of them was so mangled by bent steel-work that it was necessary to cut away some of the flesh to extricate him. A bursting shell killed an orderly and a bugler on either side of the Captain of the *Varyag*. Splinters of the shell bruised his cheek. The din so deafened the officers on deck that, when the steering engine was disabled, and the Captain's speaking-tube to the man at the wheel became useless, they were compelled to steer by propeilers. Many were wounded by inexplicable punctures, each of the size of the top of the little finger, from a quarter of an inch to an inch deep, not containing foreign substances and not showing signs of external scorching. Nobody in the conning-tower was hurt. All was quiet in the *Varyag* as though target-practice was proceeding.

#### BIG BLAZE IN BONHAM STRAND WEST.

##### EXTENSIVE DAMAGE.

Shortly after one o'clock yesterday morning the fire-bell rang, summoning the Fire Brigade to Bonham Strand West, where an outbreak had occurred in the building forming No. 1 in that street and extending through to Winglok Street, No. 165. The Brigade under Mr. E. E. Hallifax was speedily on the scene, the hoses coupled and the engine set to work to pump water from the Praya. As usual, there was a long wait before a supply could be got from the mains. Indeed, before the Brigade could get water the flames had obtained a thorough grip on the building, and the flames rose high in the air. No. 165, Winglok Street was gutted from top to bottom and the roof fell in. No. 1, Bonham Strand West was also gutted on the two top floors. By three o'clock the firemen had the configuration well in hand; an hour later it was entirely extinguished, and all danger of it spreading was over. These two buildings—two stories—are occupied by the same firm of merchants who trade under the names of the Yee Fat and the Yee Hing Lung. No. 1, Bonham Strand West was used as the shop, No. 165, Winglok Street as a godown, while the top floors were occupied as living places by the employees and as offices, etc. There were an air-shaft and communication doors between the two buildings. The stock consisted of dried catfish, shrimps, ginseng, and various other edibles. It is supposed that the fire originated at the back of the godown, but the cause is unknown. All the persons who were on the premises at the time of the outbreak contrived to make good their escape. The stock was insured for \$37,500 with the Manchester, the South British, and the Tung Wan Insurance Companies. By the owners of the shop the value of the stock is put at \$40,000. Mr. Hallifax was assisted in the supervision of the Brigade by Inspector Lane and [Sergeant] R. Macdonald.



## HONGKONG JOTTINGS.

Unless he be a Chinaman, I suppose there is no one living in Hongkong to-day who can claim to have been a resident in this "isle of fragrant waters" ever since it became a possession of the British Crown sixty-three years ago. I think I am correct in saying that the oldest resident, both as regards age and length of residence, was Mr. Dorabjee Nowrojee, who has left the Colony during the past week for Bombay. He was over eighty years of age, and had resided in Hongkong for fifty-two years. He started one of the first bakeries in the Colony, and has for many years held the contract for supplying the needs of the British fleet in these waters in that connection. But old residents will remember him chiefly by his connection with the Hotel business, and also as the founder of the Kowloon ferry service. At one time Mr. Nowrojee was the lessee of the Hongkong Hotel, and later of the Peak Hotel. He started the old Victoria Hotel at the corner of Pottinger Street, and when that building was pulled down, he opened the New Victoria Hotel. Later, on completion of Queen's Buildings, he acquired a lease of part of the block and opened the King Edward Hotel. Even this does not exhaust the list, for the Kowloon Hotel property also belongs to him. Until about a year ago, Mr. Nowrojee was keeping in fairly good health, but lately he had been confined to his bed by the infirmities of old age. His departure from the Colony the past week was marked by many evidences of the respect and esteem generally entertained for him among the Parsee community, and the best wishes of a very large circle of friends of all nationalities go with him on his return to the land of his birth.

The great interest taken in the subject of public band performances in Hongkong may be judged by the anxiety of residents to express their views in the columns of the *Daily Press*. I have no desire, however, to join in the fierce contest between "Semibreve" and "Gold Lace," and others, for fear I should receive some of the acrimonious letters which the Editor has decided not to give to the public. It is fairly evident that the civilian portion of our population does enjoy the military bands and "wants more." There is to be a performance by the Foresters on the Parade Ground to-day; but undoubtedly the Gardens are a more popular scene. It is said that the authorities had good reason for discontinuing performances there in the past. Must we suffer for the sins of our predecessors? Last Tuesday's entertainment by the *Hansa's* excellent band was marred by nothing unseemly.

It was rather unfortunate that the Gymkhana Club's first meeting should not have been favoured with propitious weather on Saturday. There was good sport, the fields were fairly large, and dividends at the Pari-mutuel pretty satisfactory. The only thing lacking was clear, bright weather. There is no doubt the dull, lowering aspect of the sky kept many people away; indeed in the early part of the afternoon the rumour got abroad that the gymkhana had been postponed, and this must have affected the attendance. I trust the Club will have better luck next time.

I saw a paragraph on Saturday with regard to forthcoming publications by Hongkong authors. As it was not quite correct, I may state the real facts. There is a book of poetry (or verse—for I shall not try to forestall the verdict of posterity) by a Hongkong official, which should by this time have been issued by an Oxford publisher. There is also a prose translation of Cantonese love-songs by another junior official in the Government here. This has been advertised already, so that it is no breach of confidence to reveal that the author is Mr. Cecil Clementi, Assistant Registrar-General. The publisher of the latter is the Clarendon Press of Oxford.

The difficulties under which the Fire Brigade have to carry out their work owing to the want of water from the mains are made worse by a habit the Chinese have of opening all the taps in the neighbourhood whenever the water is turned into the mains, thereby reducing the pressure to a minimum so far as the hoses are concerned, and making the spread of the fire easy. This was very apparent at the fire in Bonham Strand West yesterday morning. It was about fifteen minutes before water could be got from the mains, and when it did come, instead of being at full pressure it was woefully weak. I suppose the taps in every Chinese house within the radius of a mile were running full force, filling every available vessel.

The new ordinance to provide for and regulate the employment of pilots will be a really very good thing for mariners visiting this port. The many vessels employed on coastwise trade do not require pilots, nor do a large number of less frequent visitors, but on the other hand, master mariners coming to Hongkong for the first time like to have assistance in finding berths for their ships. The P. & O. and some companies employ their own pilots, but the majority of craft requiring outside guidance bargain with Chinese boatmen in the office. Last week, for instance, the skipper of a steamer from Japan—he had never been to Hongkong before—was asked \$5. by a Chinaman to bring his ship in. The Captain replied that he would stay outside altogether rather than pay such an exorbitant sum, and the Chinese boatman brought his price down to £5, which was agreed. On landing, the Captain was very disgusted to find that the usual price was twenty-five or thirty dollars Mex.

BANYAN.

## CORRESPONDENCE.

## BAND PERFORMANCES.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 23rd April.

SIR,—In the letters in your paper re free public band performances, no one has any consideration at all for the men. Granting that the instruments do belong to the officers, and that Gold Lace, Red-tape, etc., did give permission for the bands to play, is it fair that the bandmen should have to work hard to entertain the public without any remuneration whatever? Why not make a charge of say 20 cents, to go towards instrumental depreciation funds and towards giving the bandmen some slight reward for their time and skill? This would also keep out the undesirable element. A bandman does not always appreciate the kindness of his officers in sending the band to free engagements by which he is actually out of pocket sometimes.—Yours, etc.,

BANDSMAN.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 23rd April.

SIR,—I have no desire to enter further into the arena of what you chose to designate as an acrimonious argument, although "Gold Lace" was certainly acrimonious and to a greater extent than the situation seemed to call for. On the other hand, if your correspondent "Miles" thinks he has persuaded anybody in this Colony into the belief that permission from officers for bands to play is really a kindness he is terribly mistaken. I prefer to think it is altogether otherwise, and remain unshaken in that opinion.—Yours, SEMIBREVE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 23rd April.

SIR,—"Semibreve" asserts that anyone with ordinary intelligence knows that a military band is maintained by gold-laced officers. There are many people in the world who are not aware of the fact, and I should be sorry to think that they are lacking in ordinary intelligence. Until they learned the actual fact from someone familiar with military life, I should be inclined to say that ordinary intelligence would lead them to imagine the contrary. Indeed, from the tone of "Semibreve's" letter, I think the people of Hongkong would be far from wanting in ordinary intelligence if it led them for a moment to imagine that military bands were trained and maintained by no less a person than "Semibreve."

"Semibreve" further remarks: "The men who comprise the strength of a military band are in the pay and service of the State, and not in those of the officers; hence, if it is a privilege that officers think they are conferring by allowing their bands to play, none the less it is a privilege that they are allowed by the State to enjoy the exclusive services of the men." His argument, so far as it can be ascertained, is that we civilians allow our officers to enjoy the exclusive use of your own soldiers, and in return for this tremendous kindness on our part, we insist that you officers shall give us the use of the men (whom we handed over to you exclusively), and also of the instruments which you have presumably paid for. To put it more clearly for the benefit of "Semibreve," if "Semibreve" presents me with a horse for my exclusive use, and I should myself provide a carriage for the animal, he modestly expects to have absolute control over both the carriage and the horse. What he doubtless means, but fails to say, is that the State and the officers being joint contributors to the band, the one in men and the other in instruments, the band should be under their joint control. The proposal is not without some semblance of reason; only it overlooks the fact that the State has given to officers absolute control of the band.

"Semibreve" may, if he likes, blame the State, of which he is a part, for doing so; but I fail to see how officers can be blamed by "Semibreve" for accepting a privilege. That being the case, I am sure that "Semibreve" in the light of the facts of which he has gradually gained possession, will, in the course of time, develop an uncomfortable feeling of gratitude to those officers who on their part are beginning to discover that they have been entertaining angels unwelcome.—Yours, etc., GRIFFIN.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 22nd April.

SIR,—"Gold Lace's" parting shot—tossing the contribution paid by this Colony towards the military defence of the Island and its dependencies as a mere "pittance"—is, to say the least, misleading. "Pittance," in the sense used by him, means "a very small amount of money." He should know that this payment constitutes not only a great but the greatest drain on the Colony's resources, it being estimated—this "pittance"—at \$1,345,227 for the current year.—Yours truly,

SAVEY?

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 23rd April.

SIR,—"Semibreve's" attitude reminds me of "Punch's" coal-heaver who, wishing to inspect a little ship out of visiting hours, and being refused permission to do so, requested the Quartermaster to inform the Captain of the ship that he (the coal-heaver) was "one of the bowmen." I am fully aware that the argument I produced was based on very elementary facts, but I did so as I did not gather from "Semibreve's" letter that I was dealing with anyone of "ordinary intelligence."

"Semibreve" is welcome to the services of the State-provided Bandmen (minus, of course, their instruments, which being private property he

has not a shadow of a claim to the use of), and unless he provides his own private piano as already suggested by me we would have the amusing sight of "Semibreve" and his "languid and weary fellow tax-payers" enjoying a sort of game of dumb charades provided by the pantomimic gestures of the musicless musicians to whose services he lays claim.—Yours, etc., GOLD LACE.

## LAWN TENNIS.

H.K.C.C. TOURNAMENT.

The position up to date is:—

DOUBLES HANDICAP.

Second Round.—Boggan and King scratched to Pinckney and Grist; G. H. Potts and E. Deacon beat P. and B.; Beattie and Manning beat Gittins and Dixon; Wood and Gale scratched to R. and H. Hancock; Martin and Strickland beat Orme and Fletcher; Gray and Parton beat Thorne and Lawson; Atkinson and Smith beat Halifax and Newland; Beavis and Rouse beat H. A. Seth and H. M. Bain; Murphy and Boyd beat Sayer and S. A. Seth.

Third Round.—Martin and Strickland beat Gray and Dartnell, 6-0, 6-3.

SINGLES HANDICAP (CLASS A).

Second Round.—H. W. Slade scratched to H. Pinckney; W. J. Newland beat C. E. H. Beavis; J. L. Murphy beat J. H. Swan; H. Hancock beat J. R. Wood; A. Boyd beat G. N. Orme; E. G. Barrett scratched to P. R. Wolff; E. Deacon beat A. B. Rouse; E. Humphreys beat H. Hancock; E. R. Halifax beat R. E. O. Bird; W. L. Martin beat A. G. M. Fletcher; H. Humphreys scratched to A. Humphreys.

CHAMPIONSHIP.

Second Round.—A. Humphreys beat H. Humphreys; P. R. Wolff scratched to R. Hancock.

SINGLES HANDICAP (CLASS B).

First Round.—C. Humphreys scratched to W. E. Craig; R. B. Beattie beat A. O. Brown; W. King beat L. A. Musso; L. E. Dartnell beat P. W. Golding; G. Grimble beat E. J. Messis; H. A. Seth scratched to F. P. Musso; C. T. Kow scratched to R. Boggan; T. C. Gray beat G. Gittins; W. S. Allen beat H. W. Sayer; R. Birbeck beat A. Loureiro; R. Manning beat C. B. Byers; S. A. Seth beat J. P. Jordan; P. R. Knyvet beat F. D. Bain; A. G. Ward beat B. A. Craig; P. H. Holyoak scratched to H. M. Bain; C. P. Chater beat E. B. Pye.

PROFESSIONAL PAIRS.

Second Round.—Grist and Beavis beat Woodhouse and Orme; R. Hancock and Slade beat Kirkpatrick and Miles, R.A.

## V.R.C. CONCERT.

The Victoria Recreation Club gave an enjoyable "Smoker" in the gymnasium on Saturday evening. Mr. Arthur Chapman, chairman of the Club, conducted the proceedings. Mr. Harold Austen, the secretary, also being kept very busy. An Indian regimental band played selections during intervals. Mr. L. H. Branson mystified the company with some very clever tricks, billiard ball manipulations being exceptionally good. Mr. L. A. de Graça's rendering of "Galop de Concert," a banjo solo, was well received. Mr. R. H. Stephenson sang "Myver's Nursery Rhymes," which caused much laughter and an encore. A very good item on the programme was "Fautisme Concertante," and an instrumental quartette by Messrs. Gonzales, Tuxford, Miller, and E. Danenberg. Mr. P. W. Golding sang "Love, could I only tell thee," and was greeted well. Mr. J. Davidson, who amused the company with several comic songs, was perhaps more appreciated than anyone else. Mr. H. A. Tozer also caused considerable merriment. Mr. N. S. Brown sang a rather unique "clanging" tune, "The Blacksmith's." Messrs. Gonzales, Tuxford, and E. Danenberg, this time as a trio, once more took up their instruments. Mr. L. A. de Graça played nicely "Simple Aveu," a violin solo.

## SHIPPING NOTES.

WEATHER.

The *Algoa* from Manila: fine weather. The *Ichang* from Chinkiang: moderate to light N.E. winds and fine. The *Empire* from Manila: calm and moderate N.E. wind, light N.W. swell. Foggy latter part. The *Wachang* from Cebu and Hilo: light winds (N.E.) and fine throughout. The *Wongkai* from Bangkok: rainy weather. The *Purao* from Singapore: fine weather. The *Tanvan* from Shanghai: light variable winds and fine.

THE "SADO MARU."

The *Nippon Yusen Kaisha* s.s. *Sado Maru*, Capt. G. Anderson, arrived from Singapore in ballast yesterday.

RICE.

The *Rejaburi*, *Wongkai*, and *Elizabeth Rickmers* have arrived from Bangkok with cargoes of rice for Messrs. Butterfield & Swire. The *China* has arrived from Saigon with a cargo of rice.

BULK OIL.

The *Trocas* arrived from Singapore yesterday with a cargo of bulk oil for Messrs. Arnhold Kurberg & Co.

SUGAR.

The *Wachang*—Messrs. Butterfield & Swire—arrived from Cebu and Hilo yesterday with a cargo of sugar.

PENANG PIER.

The new Penang pier is going ahead. Pessimists said that it was not long enough, and that no British vessel would use it owing to none of the P. & O. steamers utilising the pier. On the 9th inst. these gloomy forebodings came to naught, and the B. I. s.s. *Zaida* was wharfed early in the morning, being the first British mail steamer to avail herself of the accommodation that the pier provides.

3,000 NEWSPAPERS.—RECOMMENDATION BY CAMERON'S FEES. THE WATKINS PRESS, for Easy Writing.

THE FLYING SCOTSMAN PEN, instead of a Quill. THE FLYING J. writes 200 words per dip. Sold at all Stationers. WATERLEY WORKS, Edinburgh. [402-1]

## HONGKONG GYMKHANA CLUB.

## FIRST MEETING.

Patrons.—His Excellency F. H. Mny, C.M.G. (the Officer Administering the Government); His Excellency Vice-Admiral Sir Gerard Noel, K.C.B.; His Excellency Major-General Villiers Hutton, C.B.; Rear-Admiral The Hon. A. G. Curzon-Howe, C.B., C.M.G., C.V.O.; Commanders C. G. Dickson, R.N.

Committee.—The Stewards of the Hongkong Jockey Club (ex-officio): P. Alderton, Esq.; W. A. Crickshank, Esq.; T. F. Hough, Esq.; F. H. Lyon, Esq., R.N.; Capt. Nugent, R.A.; W. J. Gresson, Esq.

Clerk of the Scales.—F. H. Lyon, Esq., R.N. Judge.—G. P. White, Esq. Starter.—G. C. C. Master, Esq. Second Starter.—W. W. G. Ross, Esq. Timekeeper.—J. R. Michael, Esq. Hon. Secretary and Treasurer.—F. B. Deacon, Esq.

The Hongkong Gymkhana Club held their first meeting at Happy Valley on Saturday afternoon, commencing at 4 p.m. There were in all six races. At the outset the weather was wet and overcast, but later clear blue patches of sky showed between the murky clouds, things becoming more agreeable. The ground, in consequence of recent rains, was very heavy, times as a result being poor. The number of spectators was not great, many being kept away by the wet. Betting, in a small way, was carried on to one side of a refreshment room conducted by the King Edward Hotel. The pari-mutuel on Saturday only collected money for winners. While dividends were not starting they were fairly substantial, especially when it is remembered that the capabilities of the various horses are generally known. On the arrival of His Excellency the Officer Administering the Government the band—that of the Sherwood Foresters, under Bandmaster Bradley—struck up the National Anthem. In the course of the afternoon they rendered the following programme:—

1. Two Steps. "Anona" Grey  
2. Overture. "La Sirene" Aubrey  
3. Selection. "A Country Girl" Monckton  
4. Valse. "Sympathie" Mezzacapo  
5. Spanish Dance. "La Paloma" Yradier  
6. Selection. "Plantation Song" Chambers  
7. Gavotte. "Immer Wieder" Vandervill  
8. Valse. "Reine du Danube" Berger  
Regimental March. "The Young May Moon."  
The results were:—

THE GRANTHAM CUP.—Presented by Hart Buck Esq. For all subscription griffins of any season that have never won an official race. Weight for inches as per scale. Unplaced runners allowed 5lbs. Jockeys that have won an official race in Hongkong or China 2lbs. extra; non-winning Jockeys allowed 5lbs. Entrances \$5. 5 Furlongs.

Mr. W. G. Clarke's Standard, 10st 10lb (Mr. Clarke) 1  
Mr. E. Howard's Teetotum, 10st 3lb (Mr. Gresson) 2  
Mr. J. Paterson's Zufall, 10st 12lb (Mr. Johnston) 3  
Mr. Alleyman's Modesty, 10st 12lb (Mr. Gillingham) 0  
Mr. H. S. Gaskell's Arranapogue, 10st 7lb (Mr. Gaskell) 0  
Mr. H. A. MacIntyre's Persistence, 10st 5lb (Mr. MacIntyre) 0  
Mr. Godfrey Master's Lumberer, 11st 3lb (Mr. Alderton) 0  
Mr. N. H. Rutherford's Mongroose, 10st 5lb (Mr. Robertson) 0

The eight ponies started off in company. Standard leading, Arranapogue second. At the Black Rock Teetotum and Zufall challenged for second place, and at the bend the order had assumed that of the finish. Teetotum challenged the leader in the straight, but without result. Time, 1 min. 21 secs.

Pari-mutuel, \$23.  
THE EAST POINT CUP.—Presented by the Hon. C. W. Dickinson. For all China ponies weight for inches as per scale. Winners of an open race or open griffin race 5lbs. extra; non-winning subscription griffins allowed 5lbs. Jockeys' penalties and allowances as per Race No. 1. Entrance \$5. From the two-mile post once round and in.

Mr. John Peel's Ca Canny, 11st (Mr. Johnston) 1  
Mr. Percy's Discard, 11st 5lb (Mr. Alderton) 2  
Mr. A. Babington's Rocket, 10st 12lb (Mr. Gresson) 3  
Mr. G. H. Edwards's Sylph Rose, 10st 12lb (Mr. Clarke) 0  
Mr. J. E. Gillingham's Kid, 10st 12lb (Mr. Gillingham) 0

Mr. W. Inglis's Eclipse, 11st 4lb (Mr. Inglis) 0  
Passing the judges' stand for the first time Eclipse had the lead, Rocket second, Sylph Rose third, and Ca Canny fourth. Kid fell a long way behind. Eclipse, ridden furiously, continued to make the running, being "played out" and easily overtaken in the Straight. Ca Canny won by about a length.

Time, 2 min. 28 secs.  
Pari-mutuel, \$9.50.  
THE "ICHIBAN" CUP.—Presented by G. C. C. Master, Esq. Hurdle race. For all China ponies. Weight 11 stone. Jockeys' penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning jockeys. Entrance, \$5. From the grand stand, twice round and in.

Mr. J. Lewis's Starling, 11st 2lb (Mr. Alderton) 1  
Mr. G. Cooper's Chantiqua, 11st 2lb (Mr. Cooper) 2  
Mr. J. Johnston's Ben Wyvis, 11st 2lb (Mr. Johnston) 0  
Mr. J. R. Michael's Pink Rose, 10st 12lb (Mr. Gillingham) 3  
Mr. W. R. Robertson's Digby Grand, 11st 2lb (Mr. Mackie) 0  
Starling at first took the lead, with Chantiqua and Digby Grand following closely. Pink Rose shortly after the commencement fell behind, seeming to lose her wind. The jumping was very poor at first, but improved with time.  
Pari-mutuel, \$14.60.

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Hongkong, 10th March, 1904.



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THE FAMOUS BEER OF JAPAN.

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\$16.00 PER CASE OF 8 DOZEN PINTS.

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ROYAL  
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The medical officer of health and public analyst for the city of London, England, reports the ROYAL a Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

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31, QUEEN'S ROAD, CENTRAL

(First Floor Watkin's Building)

Hongkong, 18th February, 1904.

## "THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price ... \$1.50.

On Sale at "NORTH CHINA HERALD OFFICE, Shanghai; MESSRS. KELLY & WALSH, Hongkong; and all leading Booksellers in the Far East. Hongkong, 14th February, 1903.



# BANKS

Hongkong, 20th, February, 1904. [16



## INTIMATIONS

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\$100

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ON 11 UPRIGHT GRANDS  
OFOUR OWN MAKE  
\$350 AND \$395.TO MAKE ROOM FOR THE  
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Hongkong, 6th April, 1904.

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JOB PRINTING  
DEPARTMENT  
OF THE  
"HONGKONG DAILY PRESS"IS REPLETE WITH ALL THE LATEST  
AND MOST UP-TO-DATE APPLI-  
ANCES FOR THE PRODUCTION OF  
FIRST-CLASS WORK.ALL DESCRIPTIONS OF  
ILLUSTRATED  
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WITH THE GREATEST DESPATCH,  
UNDER THE DIRECT SUPERVISION  
OF EXPERIENCED EUROPEANS.BOOK BINDING.  
MACHINE RULING,GOLD LETTERING,  
AND  
MARBLING, ETC.,  
ALL EXECUTED ON THE PREMISES  
AT THE SHORTEST NOTICE.LAW WORK,  
LEDGERS AND ACCOUNT  
BOOKSA SPECIALITY, AND AT PRICES  
WHICH COMPARE FAVOURABLY  
WITH ANY OTHER PRINTING ESTA-  
BLISHMENT IN THE FAR EAST.  
ESTIMATES FURNISHED.

Hongkong, 15th April, 1904.

## INSURANCES

## PHENIX FIRE OFFICE.

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.  
DOUGLAS LATHAIE & CO.  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [29]

THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA.

INCORPORATED 1851.  
Cash Security ... .. \$25,719  
Total Losses Paid ... .. \$2,769,240

THE Undersigned having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

WM. MEYERINK & CO.  
Hongkong, 19th May, 1903. [194]

## NORTHERN ASSURANCE CO

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept  
First Class Foreign and Chinese RISKS  
against FIRE at Current Rates.  
Also to accept proposals for LIFE ASSUR-  
ANCE. Prospectuses on application.  
TURNER & CO.,  
Agents.  
Hongkong, 23rd September, 1903. [267]

NORTH BRITISH AND MERCAN-  
TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1902,  
£13,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 687,500 0 0  
II. FINE FUNDS... 2,887,115 11 10

The Undersigned AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 19th June, 1903. [188]

THE BOMBAY FIRE AND MARINE  
INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to accept RISKS at Current Rates.  
HOLLAND-CHINA TRADING CO.  
Hongkong, 26th November, 1903. [2160]

L'UNION OF PARIS FIRE INSURANCE  
COMPANY, LIMITED.

THE Undersigned having been appointed  
AGENTS for the above Company are  
prepared to accept Risks against Fire at current  
rates.  
SIEMSEN & CO.  
Hongkong, 1st January, 1904. [1]

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.  
REUTER, BRÖCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [199]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from  
the MILITARY AUTHORITIES that  
GUN PLACED will be carried out from  
Lyman (Pak-chow Battery) on the night  
of the 26th APRIL, 1904. A section of  
the entrance to Junk Bay, at ranges from 600  
to 2,000 yards, commencing about 7.15 p.m. and  
finishing about 9.30 p.m., if the range is clear.  
If the weather is unfavourable, practice will  
not take place.

By Command,  
A. M. THOMSON,  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 19th April, 1904. [1055]

THE TRADE MARK ORDINANCE  
1888.

APPLICATION FOR REGISTRATION OF  
TRADE MARK.

NOTICE IS HEREBY GIVEN that  
HERMANN MELCHERS, ADALBERT  
KORFF, ARMIN HAUP, and  
CARL MICHAELAU trading as MES-  
SIEURS MELCHERS and COMPANY of Victoria,  
in the Colony of Hongkong, Merchants, have  
on the 2nd day of February, 1904 applied for  
the registration in Hongkong in the Register  
of TRADE MARKS of the following Trade  
MARK:-



in the names of HERMANN MELCHERS,  
ADALBERT KORFF, ARMIN HAUP, and  
CARL MICHAELAU trading as MES-  
SIEURS MELCHERS and COMPANY,  
who claim to be the sole proprietors thereof.  
The TRADE MARK has been used by the  
applicants in respect of the following goods for  
upwards of 15 years.

(a) Cotton Yarn and Sewing Cotton not on  
spools or reels in Class 23.  
(b) Sewing Cotton on spools or reels in  
Class 23.

Cotton piece goods of all kinds in Class 24.  
Articles of clothing in Class 33.

The TRADE MARK is intended to be used by  
the Applicants forthwith in respect of the  
following goods:-

Cutlery and edge tools in Class 12.  
Goods manufactured from ivory bone or  
wood and also in respect of Cotton Umbrellas in  
Class 50.

Particulars (including toilet articles prepara-  
tion for the teeth and hair and perfumed  
soap) in Class 42.

Dated the 23rd day of February, 1904.  
DEACON, LOOKER, & DEACON,  
Solicitors for the Applicants  
10, Queen's Road Central,  
Victoria, Hongkong.

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## A PLAGUE VOLCANO.

## THE HORRORS OF HONGKONG.

BY SURGEON-GENERAL G. J. H. EVATT, M.D., C.B.,  
late Principal Medical Officer H.M. Troops  
Hongkong and China.

At a time when the conditions under which  
Chinese working men live and carry on their  
employment are being considered, it may be  
interesting to describe the existing state of  
affairs in an English colony, and directly under  
the English flag. I maintain that there could  
not be found anywhere in the world, or under  
any Administration whatever, conditions so  
deplorable and so degrading to human exist-  
ence as can be found in the crowded Chinese  
quarter of Victoria City, in that Colony.

Hongkong dates back for foundation to  
1841, when on the termination of the first  
Chinese War Hongkong was ceded to us. The  
island is small, and rises abruptly from the  
sea, with very little if any level land at the  
foot of the high mountain that constitutes the  
island. When founded the streets were laid  
out on very narrow lines, and the houses were  
but a single story high. The splendid situation  
of Hongkong as a commercial centre gradually  
draw a very large Chinese population to the  
place, and there cannot be far short of 500,000  
Chinese workers employed to-day in and about  
the city.

The narrow streets laid out for one-story  
houses are now lined by houses three, four, and  
five stories high, and densely packed together.  
The population per acre far exceeds that in any  
other part of the world I have ever seen or heard  
of, and the most crowded London slum may be  
considered an "open space" by comparison.  
The houses have no yards or gardens whatever,  
but rise directly from the street, without any  
enclosures. Latrine accommodation is non-  
existent, and the vilest filth is kept stored in  
the overcrowded rooms of the houses, often  
quite close to the kitchen and the dining-  
room. Human imagination fails to  
conceive the overcrowding and the filth of the  
conditions under which the Chinese workers  
dwell.

The rooms are constantly quite dark on their  
inner portions, needing lamp light; and as the  
houses are built back to back air cannot circulate  
through the rooms. Cubicles with parti-  
tions are everywhere found, noisome beyond  
conception, and if the ceiling is at all high, a  
second range of beds is placed on a kind of  
mezzanine floor to increase the accommodation.

I have visited much of the East-India,  
Persia, Turkey and other parts of Chinese ter-  
ritory under Chinese administration, but I  
have never at any time or any place seen any-  
thing to compare for downright degradation of  
human life equal to that to which the splendid  
Chinese workman is exposed under Colonial  
Office rule in Hongkong city. I say Colonial  
Office rule for Hongkong is a Crown Colony of  
the strictest kind, and the whole administra-  
tion is in the hands of paid officials of the Colo-  
nial service.

The climate of Hongkong is also a very  
serious factor when linked with the foregoing  
conditions. From April to November a most  
exhausting damp heat prevails, and not a  
breath of air of the monsoon strikes the place,  
as the high Peak Mountain acts as an effective  
wind guard against perfection. I never served in  
a more oppressive and exhausting climate.  
As a result of this deplorable and degrading  
overcrowding, largely depending on a complete  
neglect of sanitary warnings, plague struck the  
place in 1894, and has now practically become  
annual and endemic. The plague apparently  
came down from the Yunnan Province, and  
passing through Canton, found in the shameful  
slums of Hongkong a splendid breeding  
place. I have frequently visited Canton, under  
direct Chinese rule, and the sanitary state of  
that city, although far from ideal, is infinitely  
superior to that of Hongkong. I consider  
Hongkong to be the highest expression of  
sanitary neglect on the face of the earth, and  
its sanitary services weak and feeble to a degree,  
not as individuals, but in point of numbers and  
efficient recruiting.

The sanitary inspectors have often 15,000 or  
20,000 Chinese inhabitants in a single inspec-  
tor's district, and the work cannot be fully per-  
formed. They are greatly to be pitied. I am  
of opinion also that from Hongkong, as the  
headquarters and chief distribution centre of  
the plague poison, India, Mauritius, and the  
Australian Colonies have been infected, and thus  
untold sorrow and misery have come upon the  
world from disgraceful and preventable condi-  
tions existing under the very eyes of the Colo-  
nial Office in London, and under the English  
flag, which flies over the Colony. Every year  
for month after month unclean bills of health  
alone can be issued to the thousands of ships  
using the port, and a more dangerous port of  
concentration and embarkation for Chinese  
labour for South Africa it would be impossible  
to conceive. If such an attempt is made every  
ship that sails to Capetown will be a plague ship.

If I am asked what word in the English lan-  
guage fitsly describes the overcrowding—the  
want of latrines, the want of bathing accommo-  
dation, the foul odours of a crowded humanity  
under a sweltering and moisture-laden heat—  
that word is "Hell," and it is done the word  
that sums up the conditions under which the  
Chinese workers carry out their vicious  
labours is a colony swathed and enroled in the  
unsympathetic control of the English Colonial  
Office in London. I do not here speak of the  
moral side of the matter.

I refer now mainly to the fact that Hong-  
kong is a plague volcano, ever belching forth  
the flames and the fumes of that terrible disease  
which is the highest expression of human  
neglect of natural health laws. Any day the  
plague existing there might assume more dan-  
gerous proportions, and go far towards sweeping  
the European population and garrison into the  
grave; but one must protest, in the name of  
common humanity, in allowing this poison-laden  
port to be the entrepot and embarkation depot  
of a Chinese coolie trade which is quite certain

to infect a new continent with its terribly des-  
tructive germ.

Knowing Canton, Shanghai, the Yangtze  
ports, Weihaiwei, and Chifu, I would far rather  
see Weihaiwei made the depot of such a trade—  
if such a trade is at all to develop. I do not  
attach any value whatever to the Chinese  
population for the conditions of Hongkong.  
They are powerless to help themselves, and I  
know personally that they resent them in the  
fullest way. They are fearfully flooded for rent,  
and this rent is largely remitted to English  
capitalists living in England, and it is the local  
representatives of these absentee owners—an  
inert officialdom in the island—and the want of  
clear conceptions of duty in the English Colonial  
Office in London which make Victoria City in  
Hongkong to-day the plague distribution centre  
of the world, and a standing menace to the  
human race.

When over and over again I climbed through  
those terrible tenement houses, and saw their  
horrible condition, and knew that any moment  
the soldiers of the garrison might be swept  
away by the sequelae of such conditions, I felt  
that if England only knew the facts she would  
never allow such conditions to continue. A  
most vigorous and virile Chinese race, full of  
energy, sobriety, splendid working power, and  
an intelligence capable of any development, is  
under our retrograde rule in Hongkong, placed  
in shockingly degrading conditions. Whether  
these conditions be altered or not, I enter the  
strongest protest against any administrative  
decision making the vilest port of Hongkong  
the depot of plague supply to South Africa.—  
Daily News.

## SHARE REPORT.

Messrs. Erich George & Co., say in their  
Weekly Share List dated Hongkong, 23th  
April:-

Business has been fairly brisk during the  
early part of the week, but slackened down a  
bit towards the close. The sterling demand  
rate on London closes at 1s. 9 1/4d., while the  
rate on Shanghai is 1s. 7 1/2d. for a T.T. and  
1s. 7 1/4d. for a three days' sight private draft. Bar silver in London is quoted  
25 1/2d., and Consols 88 1/2.

BANK SHARES.—Hongkong and Shanghai  
rose to 85 1/2, at which rate there were further  
sellers for cash, also on time. The London  
rate is 84 1/2. Nationals have been taken off the  
market at 83 1/2 and continue in request.

MARINE INSURANCE SHARES.—Unions sold  
in small parcels up to 82 1/2, and are in demand  
at 82 1/2. China Traders sold at 83 1/2, 84, and  
85 1/2, and are wanted at 84 1/2. North China  
have sellers at 1s. 6 1/2, the Company's shares  
that scrip certificate of four shares numbered  
3443 to 3446, in the name of Wing Wo, has  
been declared lost, stolen, or mislaid, and applica-  
tion has been made to the court of directors  
for a duplicate, which, unless the said certificate  
be presented, or any objection lodged at the  
office of the Company in Shanghai on or before  
the 14th proximo, will be issued. Yangtze  
are in demand at 82 1/2, ex the dividend of 8 1/2  
per share paid yesterday. Cantons are in  
request at 81 1/2, after sales at that rate.

FIRE INSURANCE SHARES.—Hongkong, which  
are in demand at 82 1/2, while China, which  
sold at 83 and 83 1/2, are steady to firm at latter  
figure.

SHIPPING SHARES.—Hongkong, Canton and  
Macao Steamships sold at 82 1/2, to 82 1/2, and are  
in good demand at the higher rate. Indes have  
fluctuated between 84 1/2 and 87, closing with  
sellers at 86 1/2. It is reported that the quotation  
in the north went up to 1s. 7 1/2, but the last  
known one is 1s. 7 1/4. Time business has been  
done at rather irregular rates, the closing ten-  
dency being in favour of buyers. China and  
Mauritius are unchanged. Douglases have im-  
proved further and have buyers at 83 1/2. Star  
Ferries, in expectation of a good report, have  
hardened, and with hardly any rise to speak of,  
have buyers now at 82 1/2 for old and 82 1/2 for new  
shares. Shell Transports have been negotiated  
at 21s. 6d. to 22s. 6d., which latter is the closing  
quotation.

REFINERY SHARES.—The upward movement in  
China Sugars has continued, and a considerable  
business has been done both cash and time, the  
closing rate being 81 1/2 buyers for cash. Luzons  
neglected.

MINING SHARES.—Unchanged and without  
sales. Last night's "Hongkong Telegraph"  
prints the Bank's general managers' report for  
the four weeks ended 26th ultimo.

DOCKS, WHARVES, AND GODOWNS.—Hong-  
kong and Whampoa Dock Company shares have  
improved slightly and are wanted now at 83 1/2.  
Hongkong and Kowloon Wharf and Godown  
Co. shares sold at 87 to 8100, closing with  
buyers at the higher figure. New Amoy Docks,  
owing to an unfavourable report for 1903, as  
compared with former years, have dropped to  
sellers at 82 1/2. Farnham's after a legal sale at  
1s. 150 are a little easier, but at 1s. 145 there  
are buyers. Shanghai and Hongkong Wharves  
have advanced to buyers at 1s. 155.

LANDS, HOTELS, AND BUILDINGS.—Hong-  
kong Land Investment and Agency Company's  
shares can be placed at 84 1/2, while Kowloon  
Lands are unchanged. West Point's changed  
hands in four quantities at 82 1/2 to 83, closing  
with buyers at 82 1/2. Hongkong Hotels are  
quiet with sellers at 83 1/2. Hampshire's Estate  
and Finance Company's shares sold at 8100  
cash and 811 for 30th June for old shares and  
are wanted; new shares can be placed at 82 1/2.  
Shanghai Lands are quoted 1s. 108 in the  
north.

COTTON MILLS.—Unchanged; no sales.  
MISCELLANEOUS.—Green Island sold at 82 1/2  
to 82 1/2, closing with buyers at the lower figure.  
China Boreas have advanced to 84 1/2 buyers.  
Watsons have been fixed and continue in  
request at 81 1/2. Electricies are in demand at  
81 1/2 for old and 87 for new shares. Dairy  
Farms are wanted at 81 1/2 and Ordinary  
United Asbestos shares at 89 1/2, after sale  
at 89. China Providents after sales at  
88 1/2 to 88 1/2, can be placed at the higher  
rate. Wm. Powells sold and have buyers at  
89 1/2. Langkats are quoted 1s. 292 buyers in  
Shanghai; the following telegraphic informa-  
tion, dated 18th instant, has been received  
from the manager in Langkat: "Daily aggre-  
gate output of crude petroleum 76,000 gallons;  
crude petroleum in tanks at date 170,000  
gallons; kerosene in hand since date of  
preceding last monthly telegram 37,000 cases;  
kerosene shipped since 37,000 cases; and  
kerosene in stock at refinery at date 50,000  
cases. The production is small on  
account of clearing stock and cleansing stills."

## HIRANO WATER.

THE QUEEN OF TABLE WATER.  
PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST  
Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO. AGENTS.  
Hongkong, 31st July, 1903. [44]

## NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.

## MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.

**HOTEL**  
Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly  
Furnished Rooms. Coolest Dining Room in Manila.

**RESTAURANT**

Handsomely decorated. Cool and pleasant. Best of attendance. Private dining  
rooms for parties. Only the best of wines and liquors. Under the direction of Mr.  
and Mrs. Newirth.

**BAR**

Under the direction of American mixologist. Anything you want served promptly  
and pleasantly.

**BILLIARD ROOM**

Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in  
attendance.

**STABLES.**

Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, fast  
horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO.,  
PROPRIETORS.

## JAPAN COALS.

MITSUI BUSSAN KAISHA  
MITSUI & CO.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET

## OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchinotani, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mameda, Manoura, Onoura Otsuji,  
Sasahara Tsukakuro, Yoshitani, Yoshio, Yunkihara, and other Coals.  
[96]

K. INUZUKA, Manager, Hongkong

## THEODORO VAFIADIS &amp; CO

MANUFACTURERS OF HIGH-CLASS

FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)

PURVEYOR TO THE BRITISH FIELD FORCE  
CANTERBURY IN SOUTH AFRICA.

## BRANCHES:

BOMBAY.....20, ESPLANADE ROAD.  
CALCUTTA.....4, DALHOUSIE SQUARE.  
RANGOON.....72, MERCHANT STREET.  
LONDON.....19, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—  
MESSRS. KRUSE & CO., HONGKONG [44]

## BUTTERFIELD &amp; SWIRE,

Agents

LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Fire Insurance Companies.

Hongkong, 18th August, 1903

[1319-2]

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.  
A.I., A.B.C., Scottish and Engineering Codes  
Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length... .. 523 feet.  
Length on Blocks... .. 513 "  
Width of Entrance on Top... .. 89 "  
Width of Entrance on Bottom... .. 77 "  
Water on Blocks at Spring Tide... .. 26 1/2 "

DOCK No. 2 (at MUKAJIMA).  
Extreme Length... .. 371 feet.  
Length on Blocks... .. 350 "  
Width of Entrance on Top... .. 66 "  
Width of Entrance on Bottom... .. 53 "  
Water on Blocks at Spring Tide... .. 22 "  
PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
THE COMPANY has a SALVAGE  
STEAMER, 712 TONS GROSS, FITTED  
WITH POWERFUL SALVAGE PLANT  
READY AT SHORT NOTICE. 167

## 和 HIM WO, 謙

CONTRACTOR,  
HOUSE BUILDER, CARPENTER, &  
MASON AND PAINTER.  
No. 30, Cochrane Street, Hongkong.  
Hongkong, 23rd April, 1904. [1085]

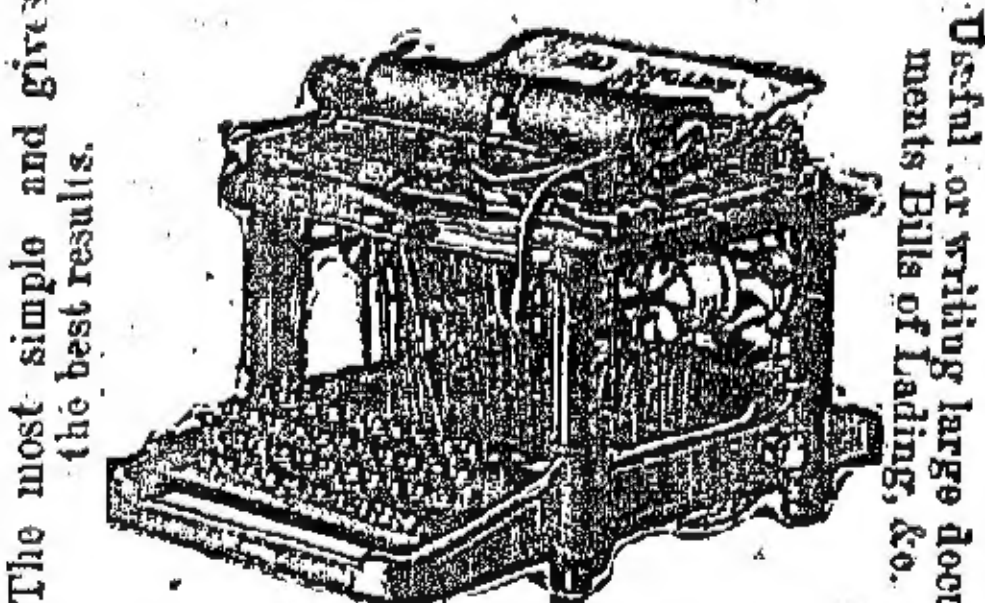
## ON SALE.

BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, July to DECEMBER  
1903. With INDEX. Price 37/6.  
On sale at the Hongkong Daily Press Office,  
Hongkong, 25th March, 1904.

## FAY-SHOLES TYPEWRITER.

Model No. 7 Writes 86 Characters.

THE best and most complete Machine on the  
market, can be fitted with special  
carriage to take paper up to 16 inches wide.



The most simple and gives  
the best results.

Agents for South China.  
W. BREWER & CO.,  
Hongkong.

Hongkong, 13th April, 1904. [994]

QUAN WAH & CO  
GRANITE MERCHANT CONTRACTORS.  
Dealers in

MARBLE and GRANITE  
MONUMENTS

No. 1, QUEEN'S ROAD EAST.  
Estimates, Designs & Prices on Application.  
All descriptions of Granite for Export.  
SIENTING. [19]

SURGEON DENTIST,  
No. 10, D'AGUIAR STREET

TEEMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1903. 95

MAIL TABLES  
FOR  
1904.

Mounted on Card... .. 30 cents  
Paper... .. 20 cents

On Sale at the Daily Press Office,  
Hongkong, 5th March, 1904.

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## SHIPPING.

**ARRIVALS.**  
 April 23, ALCOA, British str., 5,600, A. Lockett, San Francisco via Manila, 21st April, General.—P. M. S. S. Co.  
 April 23, BATAVIA, German str., 1,104, Dempwolf, Moji 10th April.—HAMBURG-AMERICA LINE.  
 April 23, CHINA, German str., 1,150, Kruabbe, Saigon 18th April, Rice.—B. A. TRADING Co.  
 April 23, ELIZABETH RICHMERS, German str., 1,223, Goetche, Bangkok 16th April, Rice.—BUTTERFIELD & SWIRE.  
 April 23, EUPHROS, British str., 4,500, P. T. Holmes, Australia 30th March, General.—GIBB, LIVINGSTON & CO.  
 April 23, GENERAL BAGDANO, Chilean Training ship, 1,050, Luis Gomez, Singapore 13th April.  
 April 23, HANYANG, British str., from Canton.  
 April 23, ICHANG, British str., 1,228, W. Lloyd Jones, Chinkiang 14th April, General.—BUTTERFIELD & SWIRE.  
 April 23, SURVIA, German str., 4,150, W. v. Oehren, Shanghai 20th April, General.—HAMBURG-AMERICA LINE.  
 April 23, TAICHUNG, German str., 679, A. Hansen, Foochow, Amoy and Swatow 22nd April, General.—JENSEN & CO.  
 April 23, WONGKOT, German str., 1,115, W. Rehner, Bangkok 17th April, Rice and Wood.—BUTTERFIELD & SWIRE.  
 April 24, HANGSANG, British str., 1,356, Wilde, Shanghai 18th April and Swatow 23rd General.—JARDINE, MATHESON & CO.  
 April 24, HOIHOW, British str., from Canton.  
 April 24, HUK, French steamer, 750, Godines, Kwangchow 23rd April, General.—K. W. JARVIS.  
 April 24, PURNA, British str., 2,127, Pearson, Singapore 18th April, General.—JARDINE, MATHESON & CO.  
 April 24, RAJANURI, German str., 1,189, J. Woodig, Bangkok 16th April and Swatow 23rd, Rice.—BUTTERFIELD & SWIRE.  
 April 24, SIMCON, British str., 3,757, R. E. Collins, Barry Dock 12th March, Coal.—ORDER.  
 April 24, TAIWAN, British str., 1,139, H. Harder, Shanghai 20th April, General.—BUTTERFIELD & SWIRE.  
 April 24, THOAS, British str., 2,049, Phillips, Singapore 17th April, Bulk Oil.—ARMHOLD, KAMBERG & CO.  
 April 24, WUCHANG, British str., 801, E. Finlayson, Cebu and Hilo 19th April, Sugar.—BUTTERFIELD & SWIRE.

## DEPARTURES.

**23rd April.**  
 BENGAL, British str., for Europe.  
 CHUAN, British str., for Shanghai.  
 CLAVERING, British str., for Portland.  
 ECLIPSE, British str., for Shanghai.  
 KWANGSE, British str., for Saigon.  
 LAURENCE, British str., for Hilo.  
 NANSAN, British str., for Amoy.  
 OSGAN II, Norwegian str., for Kutchinotzu.  
 PROGRESS, Norwegian str., for Toulon.  
 TAIHAN, British str., for Hongkong.  
 TAIYAN, British str., for Australia.  
 THALES, British str., for Swatow.  
 YUNNAN, British str., for Amoy.  
 ZAFIRO, British str., for Manila.  
 24th April.  
 DEWANGSE, German str., for Bangkok.  
 FAUSANG, British str., for Hongkong.  
 GIANG DER, British str., for Amoy.  
 HANYANG, British str., for Shanghai.  
 JONGHON, British str., for Amoy.  
 ONSANG, British str., for Saigon.  
 PROMETHEUS, British str., for Shanghai.  
 PRINCE OF NORW., str., for Tamsui.

## VESSELS IN DOCK.

**23rd April.**  
 ABREDEEN DOCK.—H. I. G. M. S. Mocoe, Administrator, Tugboat, Kishun, Haitan, Secord, Vasco de Gama, Aprando, COSMOPOLITAN DOCK.—Sundford.

## VESSELS ON THE BERTH

**IMPERIAL GERMAN MAIL LINE.**  
 NORDDEUTSCHER LLOYD, BREMEN.  
 FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
**THE Imperial German Mail Steamship**  
 "BAYERN."  
 Captain H. Fornes, due here with the outward German Mail about TUESDAY, at 5 P.M. will leave for the above places about 12/24 hours after arrival.  
**NORDDEUTSCHER LLOYD.**  
 For further Particulars apply to  
 MELCHERS & CO., Agents.  
 Hongkong, 23rd April, 1904.



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

**STEAM FOR**  
 FIUME AND TRIESTE (DIRECT).  
 Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.  
 (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).  
**THE Company's Steamship**  
 "FRANZ FERDINAND."  
 Captain Matovich, will be despatched as above on THURSDAY, the 28th inst., at 5 P.M.  
 For information as to Passage and Freight, apply to  
 SANDER, WIELER & CO., Agents.  
 Hongkong, 23rd April, 1904.

## HONGKONG-CANTON LINE.

**THE British steamship**  
 "YING KING."  
 Capt. Wm. Robinson, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity, and has cold water service. The cuisine is unequalled.  
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 3 P.M.  
 1st Class ... \$300 for Single Journey  
 2nd ... 150  
 Meals ... 100 each.  
 The steamer's wharf is at the Western end of Wing Lok Street.  
**YUK ON S.S. CO., LD.**  
 No. 216, Wing Lok Street.  
 Hongkong, 27th February, 1904.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	TELEMACHUS	Brit. str.	J. D. Andrews	BUTTERFIELD & SWIRE	To-morrow.
LONDON & ANTWERP, via SINGAPORE, &c.	PALAWAN	Brit. str.	J. D. Andrews	P. & O. S. N. Co.	About 27th inst.
LONDON & ANTWERP (via SUEZ CANAL)	BRANDER	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 7th May.
LONDON & ANTWERP	ANTENOR	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	10th May.
LONDON & ANTWERP	ALCINOUS	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	24th May.
LONDON & ANTWERP	PROMETHEUS	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	7th June.
MARSEILLES, &c., via PORTS OF CALL	ANNAM	Freest. str.	R. Girard	MESSAGERIES MARITIMES	3rd May, at 1 P.M.
BREMEN, via PORTS OF CALL	P. HEINRICH	Ger. str.	R. Heintze	MELCHERS & CO., LIMITED	27th inst., at Noon.
HAYRE & HAMBURG	SUEVIA	Ger. str.	Dohren	HAMBURG-AMERIKA LINE	To-morrow.
HAYRE & HAMBURG	ARTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINE	12th May.
HAYRE & HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINE	17th May.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	Madock	HAMBURG-AMERIKA LINE	31st May.
HAYRE & HAMBURG	SUEVIA	Ger. str.	Förk	HAMBURG-AMERIKA LINE	14th June.
HAYRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINE	8th June.
TRIESTE, &c., via SINGAPORE, &c.	F. FERDINAND	Ans. str.	Matovich	SANDER, WIELER & CO.	28th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	...	BUTTERFIELD & SWIRE	20th May.
GENOA, MARSEILLES & LIVERPOOL	DEUCALION	Brit. str.	...	BUTTERFIELD & SWIRE	14th June.
NEW YORK, via PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	...	DODWELL & CO., LD.	About early May.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	...	CANADIAN PACIFIC R. CO.	27th inst.
VICTORIA (B.C.) & SEATTLE via N. PAC. &c.	E. OF JAPAN	Brit. str.	...	CANADIAN PACIFIC R. CO.	14th May.
VICTORIA (B.C.) & TACOMA via JAPAN.	CALCHAS	Brit. str.	...	BUTTERFIELD & SWIRE	21st May.
AUSTRALIAN PORTS	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LIMITED	17th May.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.	Helm	GIBB, LIVINGSTON & CO.	9th May.
SHANGHAI	PERA	Brit. str.	A. L. Valentini	P. & O. S. N. Co.	11th May, Noon.
SHANGHAI	HAOSHING	Brit. str.	...	BUTTERFIELD & SWIRE	About 2nd May.
SHANGHAI	WAMPORA	Brit. str.	...	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	CHENAN	Brit. str.	...	BUTTERFIELD & SWIRE	To-day, P.M.
SHANGHAI	DAYEN	Ger. str.	H. Fornes	MELCHERS & CO.	Quick despatch.
FOOCHOW, via SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	27th inst., 10 A.M.
TAMSUI, via SWATOW & AMOY	M. STUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	1st May, 10 A.M.
TAMSUI, via SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	8th May, 10 A.M.
ANPING, via SWATOW & AMOY	T. BRANDT	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	4th May, 10 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	Hodgins	DOUGLAS LAFRAIR & CO.	To-morrow, 10 A.M.
MANILA	SUNGKIANG	Brit. str.	...	BUTTERFIELD & SWIRE	27th inst.
MANILA DIRECT	EMPIRE	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	30th inst., 10 A.M.
MANILA DIRECT	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 3rd May.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	7th May, 10 A.M.
CEBU & ILOILO	EMPIRE	Brit. str.	Helm	GIBB, LIVINGSTON & CO.	11th May, at Noon.
SINGAPORE & JAVA PORTS	WUCHANG	Brit. str.	...	BUTTERFIELD & SWIRE	28th inst.
	TJIPANAS	Dut. str.	...	H. C. TRADING CO.	Quick despatch.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUETOTS-POSTE FRANCAIS.

## NOTICE.

**STEAM FOR**  
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX.

## PORTS OF BRAZIL AND RIVER PLATE.

**ON TUESDAY, the 3rd May, 1904,**  
 at 1 P.M., the Company's Steamship "ANNAM," Captain R. Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSITPASSPORT.  
 This Steamer connects at COLOMBO with the Australian line as "Nera," bound for MARSEILLES via BOMBAY and ADEN.  
 Cargo and Specie will be registered for London as well as for Marcellles, and accepted in transit through Marcellles for the principal places of Europe.  
 Shippers' Orders will be granted till Noon only on Monday, the 2nd May. Specie and Pass. received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
 For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 21st April, 1904.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

**THE Steamship**  
 "EMPIRE."  
 Captain Helm, will be despatched for the above port on WEDNESDAY, the 11th May, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A stewardess and a duly qualified surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight, apply to  
 GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, 21st April, 1904.

[1072]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

**"EMPIRE."**  
 Captain Helm, will be despatched for the above ports on WEDNESDAY, the 11th May, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, 16th April, 1904.

[1032]

## FOR CANTON.

## THE new and fast Twin-Screw Steamer

**"SAN CHEUNG."**  
 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
**CHEUNG ON STEAMBOAT CO., LD.**  
 No. 147, Connaught Road Central.  
 Hongkong, 15th March, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND PORTLAND, OREGON

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN OREGON RAILROAD &amp; NAVIGATION CO.

CONNECTION WITH THE

STEAMSHIP

Tons. CAPTAIN TO SAIL ON

"ARABIA" 4,483

"ARAGONIA" 5,188

"NUMANTIA" 4,370

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 29th March, 1904.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th April.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 11th May.

R.M.S. "TARTAR" 4,425 Tons. SATURDAY, 21st May.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 1st June.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 22nd June.

Hongkong to London, 1st Class ... via St. Lawrence 200 via New York 232.

Intermediate and 1st Class Rail ... 240. " 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the

famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to

VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. F. BROWN, General Agent, 9, Raffles Street.

[6]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between

Hongkong and Manila. Saloon amidships. Electric Light. Perfect

Cuisine. SURGEON and STEWARDESS carried. All the most up-to

date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.

RUBI 2540 R. W. Almond Manila direct Sat., 30th April, 10 A.M.

ZAFIRO 2540 R. Rodger Manila direct Sat., 7th May, 10 A.M.

PERLA 1980 A. H. Nottley

For Freight or Passage apply to

SHEWAN, TOMES &amp; CO., GENERAL MANAGERS.

Hongkong, 25th April, 1904. [15]

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN

LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the

LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SUEVIA Capt. von Dohren HAYRE and HAMBURG On 25th April. Freight.

ARTEMISIA Capt. Gronmeyer HAYRE and HAMBURG On 12th May. Freight.

MARBURG Capt. Stern HAYRE, BREMEN and HAMBURG On 17th May. Freight.

STRASSBURG Capt. Madson HAYRE and HAMBURG On 31st May. Freight &amp; Passengers.

SEUOVIA Capt. Förek HAYRE and HAMBURG On 14th June. Freight.

NURNBERG Capt. Förek HAYRE and HAMBURG On 28th June. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

QUEEN'S BUILDINGS, No. 1.

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## JAPAN-CHINA-JAPAN LINE.

HEAD AGENT—R. BISSCHOP, 3, DUDDELL ST., HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

TEAMER FROM EXPECTED ON OR ABOUT WILL LEAVE FOR ON OR ABOUT

TJIPANAS JAPAN First half of SINGAPORE &amp; JAVA First half of

TJILATJAP JATA via Second half of PORTS Second half of

TJIMAH JATA via Second half of JAPAN Second half of

MACASSAR May

The Steamers are all fitted throughout with Electric Light and have accommodation for a

moderate number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on

through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND CHINA TRADING CO.

Telephone No. 201.

Hongkong, 11th April, 1904. [25]

## OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR STEAMERS LEAVING

FOOCHOW, via SWATOW "TRIUMPH" WEDNESDAY, 27th

TAMSUI, via SWATOW "M. STUVE" April, at 10 A.M.

ANPING, via SWATOW "T. BRANDT" SUNDAY, 1st

TAMSUI, via SWATOW "FRITHJOF" May, at 10 A.M.

TAMSUI, via SWATOW "H. KRAFT" WEDNESDAY, 4th

TAMSUI, via SWATOW "H. A. HARALDSEN" May, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have

been requisitioned for transport service, and the above-named chartered steamers have been

secured instead for maintenance of the Company's coastal services. As soon as the state of

affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office

at No. 8, Des Vaux Road Central.

Hongkong, 25th April, 1904. T. ARIMA, Manager. [15]

## IMPERIAL GERMAN MAIL

## LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT

SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,

PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; also



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,  
AND SOUTHERN PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSES"	On 7th May.
GLASGOW and LIVERPOOL	"TEUKAI"	On 13th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"CARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YAN-TSE"	On 23rd May.
GLASGOW and LIVERPOOL	"DIOMEDES"	On 3rd June.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"TELEMACHUS"	On 25th April.
LONDON and ANTWERP	"ANTENOR"	On 10th May.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th May.
LONDON and ANTWERP	"ACINOUS"	On 24th May.
LONDON and ANTWERP	"PROMETHEUS"	On 7th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 14th June.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOREA & YOKOHAMA	"CALCHAS"	On 17th May.

The s.s. "ANHUI" left Port Darwin on the 30th March, for Manila and Hongkong.

For Freight, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 20th April, 1904.

[10-11]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 25th April, P.M.
SHANGHAI	"SHAOHSING"	On 25th April.
SHANGHAI	"WHAMPOA"	On 26th April.
MANILA	"SUNGKIANG"	On 27th April.
CEBU and ILOILO	"WUCHANG"	On 28th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 9th May.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 25th April, 1904.

[12]

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"PALAWAN"	About 27th April	Freight and Passage.
YOKOHAMA, via SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea)	"PERA"	About 2nd May	Freight.

For further Particulars, apply to

**E. A. HEWETT,**  
Superintendent.

Hongkong, 20th April, 1904.

[1]

## "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP (via SUEZ CANAL).

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above on or about the 7th May.

For Freight or Passage, apply to

**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 15th April, 1904.

[1021]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1904.

"SHIMOSA" ... early May.

"SATSUMA" ... 31st May.

For Freight and further information, apply to

**DODWELL & CO., LTD.,**  
Agents.

Hongkong, 23rd April, 1904.

[197]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS OF LADING for all the principal ports

in SOUTH AFRICA, in connection with the

CHINA STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.

Hongkong, 4th August, 1897.

[8]

## NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS, nor

the OWNEES will be RESPONSIBLE for

any DEBT contracted by the Officers or

the Crew of the following Vessels during the

stay in Hongkong Harbour.

Arrow, British 4-m. barque, McDonald—

Standard Oil Co.

LYNDHURST, British 4-m. barque, Parrell—

Standard Oil Co.

## NOTICES TO CONSIGNEES

STEAMSHIP "POLYNESIAN,"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

### NOTICE.

CONSIGNEES of Cargo from London or s.s. *Doune and Sida*, from Havre or s.s. *Sidon*, from Bordeaux or s.s. *Ville de Constantin* and *Ville de Rochefort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, 18th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undischarged after Monday, the 25th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th April, or they will not be recognised. All damaged packages will be examined on Monday, the 25th April, at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, 18th April, 1904.

[2]

## FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

### THE H.A.L. Steamship

"ARMENIA,"  
Captain First, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 18th inst.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th April, 1904.

[1043]

## OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

### CONSIGNEES per Company's Steamer

"HYSON,"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 25th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undischarged after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th inst., or they will not be recognised. No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 18th April, 1904.

[10-11]

## HAMBURG-AMERIKA LINIE.

### FROM NEW YORK.

S.S. "ARABIA"

CONSIGNEES are hereby informed that the Cargo on the above steamer has arrived here by

S.S. "HYSON"

For delivery, apply to

**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.

Hongkong, 20th April, 1904.

[1063]

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

### NOTICE TO CONSIGNEES.

STEAMSHIP "INDRAVELLI,"

FROM PORTLAND (OR), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

**ALLAN CAMERON,**  
General Agent.

Hongkong, 22nd April, 1903.

[14]

## OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

### CONSIGNEES per Company's Steamer

"PROMETHEUS,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 25th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undischarged after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognised. No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 22nd April, 1904.

[10-11]

## NOTICES TO CONSIGNEES

### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

### "BANGA."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, 22nd April, 1904.

[1]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

### "CHUSAN."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From London, &c., ex s.s. *Marmora*.  
From Australia, ex s.s. *Oceana*.  
From Calcutta, ex s.s. *Nubia*.  
From Persian Gulf, ex s.s. *B. I. S. N.*

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., To-day, the 18th inst.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, 22nd April, 1904.

[1]

## GRACA & CO., FOREIGN AND COLONIAL STAMP DEALERS.

No. 58, PEEL STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [31]

## Benger's Food is

mixed with fresh

new milk when

used; is dainty

and delicious, &

highly nutritive,

and most easily

digested. Infants

thrive on it, and

delicate or aged

persons enjoy it.

See "LARGEST" description in—

"Mr. Benger's admirable

preparation."

Sold in tins by Chemists,

etc., everywhere.

[60-1]

## BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,

OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING

ASSOCIATION, ST. LOUIS.

MADE IN GERMANY

THE LARGEST BREWERY

IN THE WORLD.

[This Beer is brewed of best Saazer Hops and

finest Barley Malt only, and warranted not to

contain Chemicals in any form.

The Beer is sterilized after being bottled, and

full mature age insures its fine condition in

any climate. Beautifully bright, seductively sparkling, and perfectly pure.

**F. BLACKHEAD & CO.,**  
Sole Agents.

Hongkong, 25th July 1903.

[51]

## NO W READY.

### THE

### DIRECTORY AND CHRONICLE

### FOR 1904.

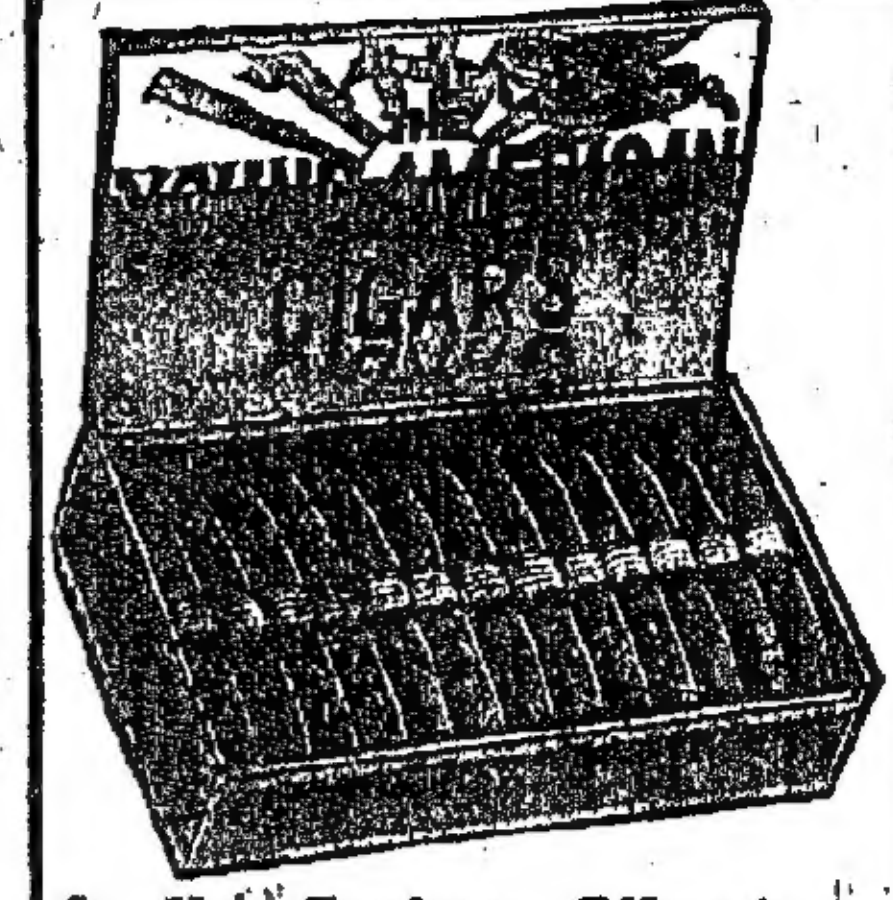
Complete Edition ... \$10

Small Edition ... \$6

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Booksellers.

Hongkong, 5th March, 1904.



In the Eastern Climate a  
Cigar that will burn freely,  
not leave an unpleasant  
taste, and not dry the  
mouth is a necessity.  
**THE YOUNG AMERICAN**  
SUPPLIES THIS WANT.  
They are guaranteed pure, and  
Smoked all over the World!

3120-2

## NOW ON SALE.

A BOOK FOR THE GLOBETROTTER.

"FROM HONGKONG TO CANTON

BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD (R.N. "HANKOW")

With Illustrations, Maps and Plans.

Price ... \$1.00

On Sale at—

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY &



